

BookletChart™

Crawfish Inlet to Sitka

NOAA Chart 17326

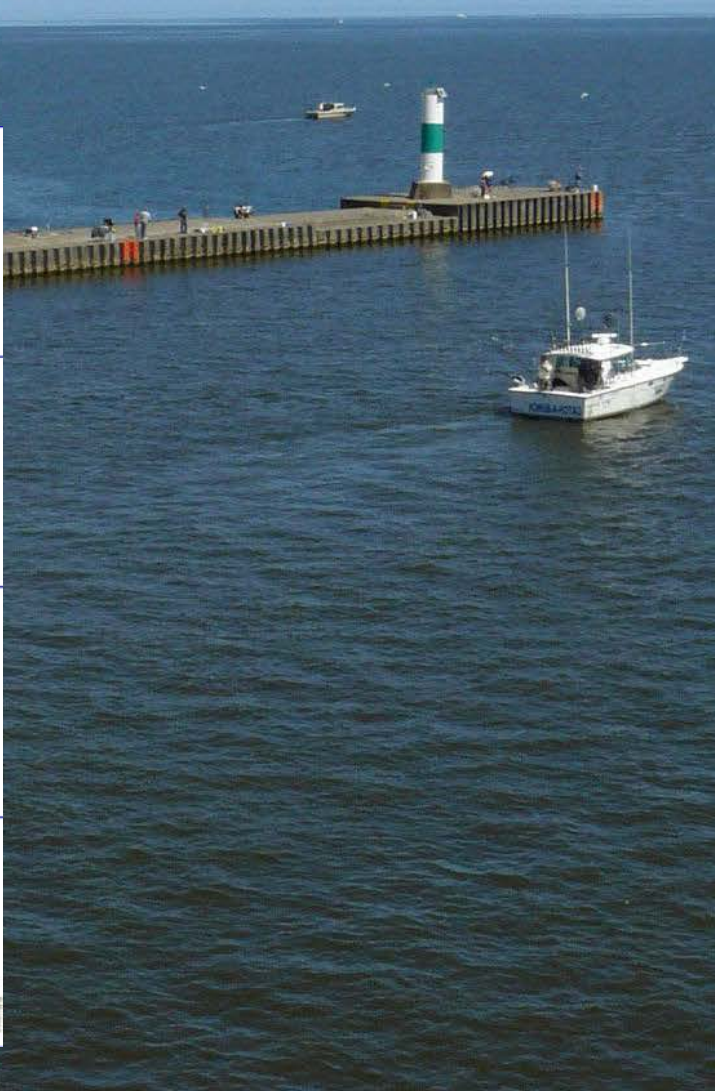
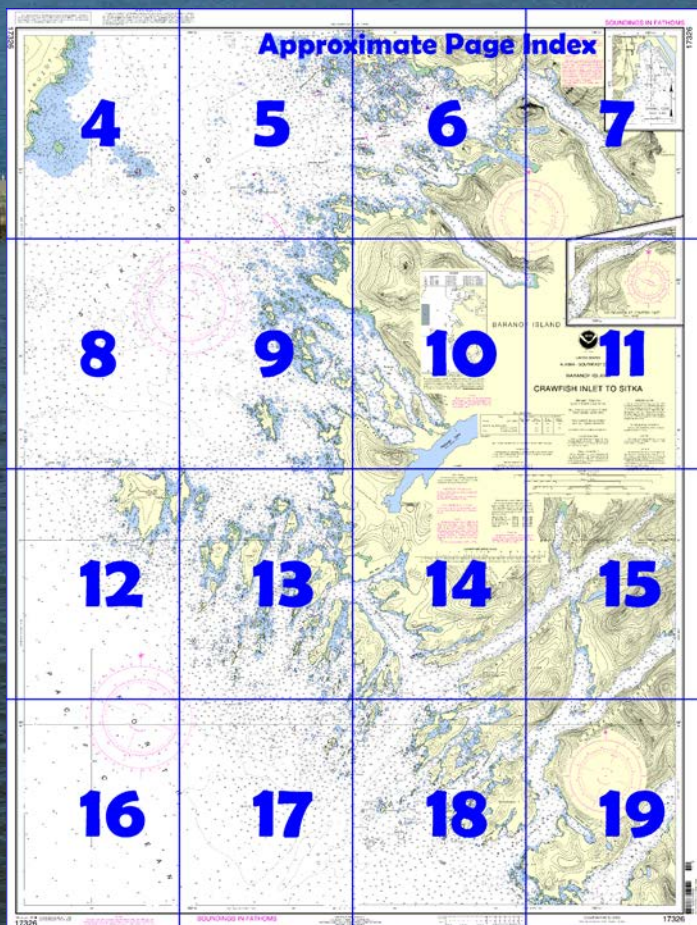


A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=17326>.



(Selected Excerpts from Coast Pilot)

Crawfish Inlets, with entrances 6.5 to 11.5 miles NW of North Cape (56°36'N., 135°08'W.), consist of two principal arms connected inland by Cedar Pass. The inlets and entrances are generally deep and clear, but between the two principal entrances are off-lying dangers.

Walker Channel is the SE entrance to Crawfish Inlet, and **Aspid Cape**, low and wooded, forms the SE point at the entrance.

Jamboree Bay, with a depth of 5½ fathoms in the entrance, extends SE from the head of Walker Channel. In entering, keep in midchannel, and

anchor near the head of the bay in 10 to 17 fathoms with good holding ground. SE winds sweep through the anchorage with considerable force. **Rakof Islands** are a group of wooded islands between Walker Channel and the entrance to West Crawfish Inlet. **Beauchamp Island**, the largest island of the group, forms the NW side of Walker Channel. **Scow Island**, the SW island of the group, is W of Beauchamp Island.

Scow Bay indents the W shore of Beauchamp Island and is much used by local fishermen as an anchorage. Favor the SE shore when entering the bay, passing S of all the islands near the entrance. At the narrows leading to the basin at the head of the bay, a 10-foot shoal extends 100 yards NE from the island on the SE. Maintain midchannel between the charted rocks and island. There is good anchorage off the point about 0.8 mile above the entrance on the N shore of the bay in 10 fathoms, mud bottom; also in the basin at the head of the bay in 2½ to 3¼ fathoms, mud bottom.

Middle Channel is a passage leading to Crawfish Inlet from the sea, midway between Walker Channel and West Crawfish Inlet. Setting a course from SW, to pass close to the NW side of Scow Island, then adjusting course as necessary to clear the island, islets, and rocks N of Scow Island will lead clear of the dangers up to this entrance. One mile inside this entrance, near midchannel, is a submerged rock with ¼-fathom over it and marked by kelp, which should preferably be passed to the S.

Biali Rock, bare and white, is the extreme W islet of a chain of bare islets that extend W from Rakof Islands. Foul ground extends for about 1 mile S and E of the rock. **South Rocks** are a group of rocks, awash at high water, near the SE limit of the foul ground.

An inside passage furnishes protection for small craft bound for Sitka.

Pass E of Scow Island, avoiding the rock in midchannel, and through

Cameron Pass. Favor the SE shore of Middle Channel until up to **Second Narrows**. Pass E of a large rock off the point, then favor the S shore, and take a midchannel course through the narrows. A shoal of 2½ fathoms is in Second Narrows. Head N until up to an opening leading NW. Favor the SW shore of this opening, passing a rock covered ¾-fathom in the center. Then head NE for about 0.6 mile and turn W around a point, passing in midchannel through **First Narrows**. Cross West Crawfish Inlet and enter Windy Passage.

Crawfish Inlet is deep and clear except for a rock that uncovers 3 feet in midchannel, about 3.5 miles from its junction with Walker Channel, Middle Channel, and Cedar Pass and a 4-fathom shoal on the E side of the channel in about 56°47'53"N., 135°05'45"W. and about 3 miles from the head. The inlet can be entered from seaward through Walker Channel or Middle Channel; the former is safer.

Cedar Pass, connecting Crawfish Inlet with West Crawfish Inlet, is suitable only for small craft. In using the pass, favor the W shore up to the narrows, then keep a midchannel course. **Lodge Island** is the large island that forms the W side of Cedar Pass. The bay formed by the bight in Lodge Island and the Rakof Islands, located between First Narrows and Second Narrows, affords good protection and anchorage for vessels up to 300 feet in length, clay bottom. Large vessels must enter the bay by passing N of Biali Rock outside of the 20 fathom contour and heading ENE to the narrow, deep cut between the Rakoff Islands. This cut is about 200 yards wide, but carries 15 fathoms at midchannel with no dangers extending from the steep vertical walls into the cut. Anchorage in 19 fathoms may be found 400 yards NW of the islet in the middle of the bay.

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Juneau

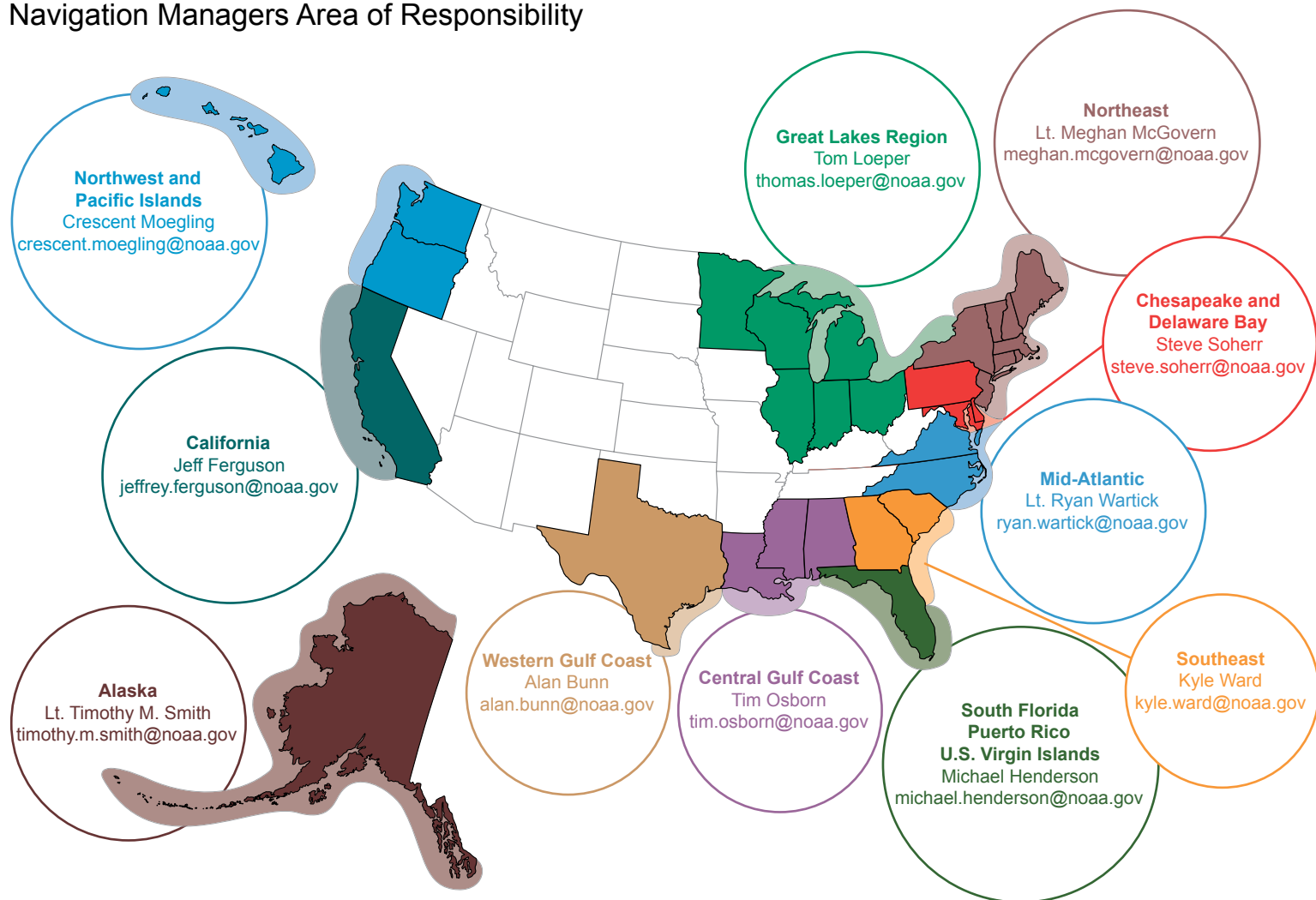
Commander

17th CG District

Juneau, Alaska

(907) 463-2000

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.

To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward

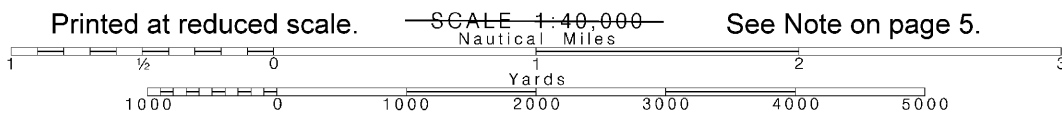
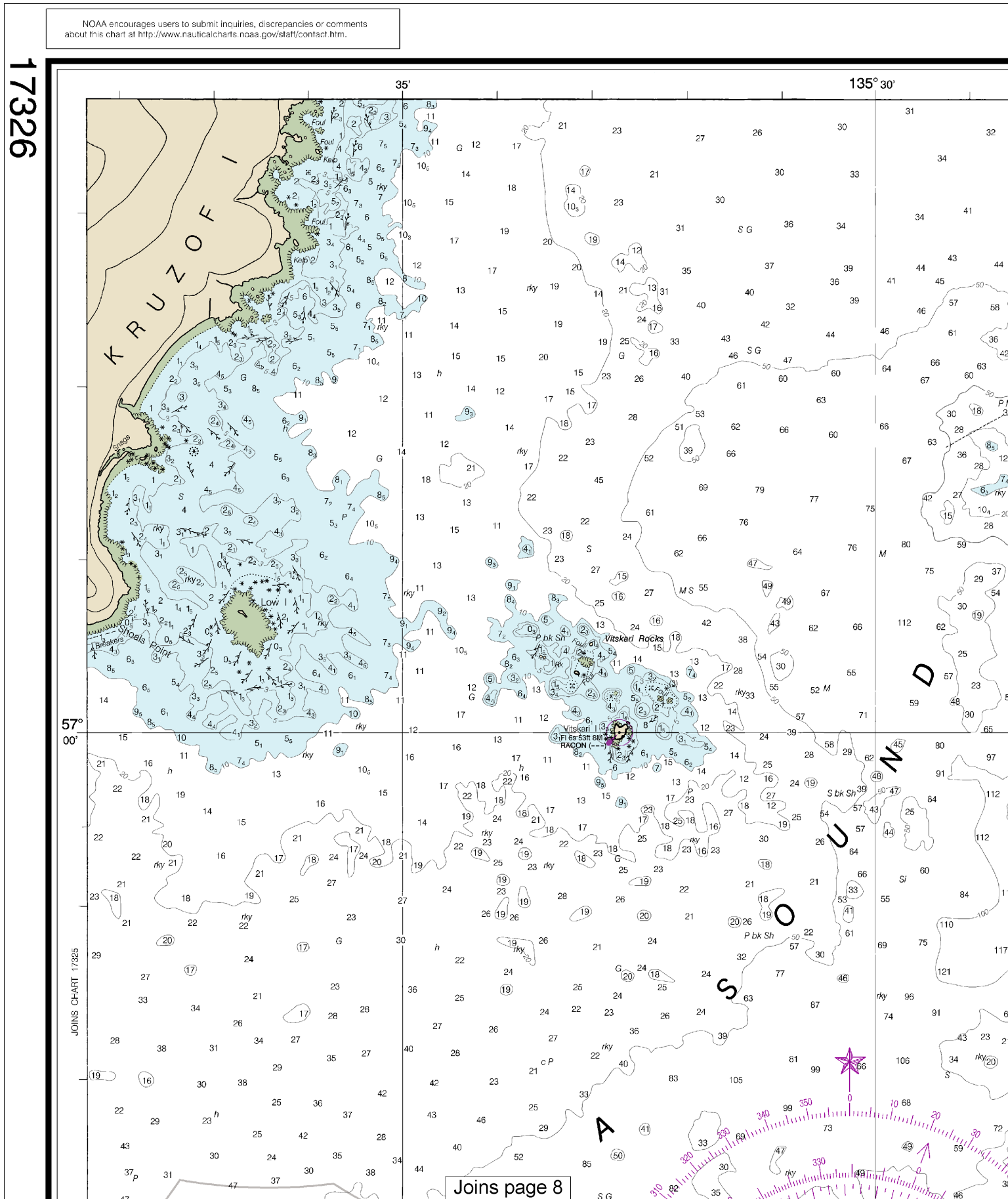
on navigable waters except Western Rivers

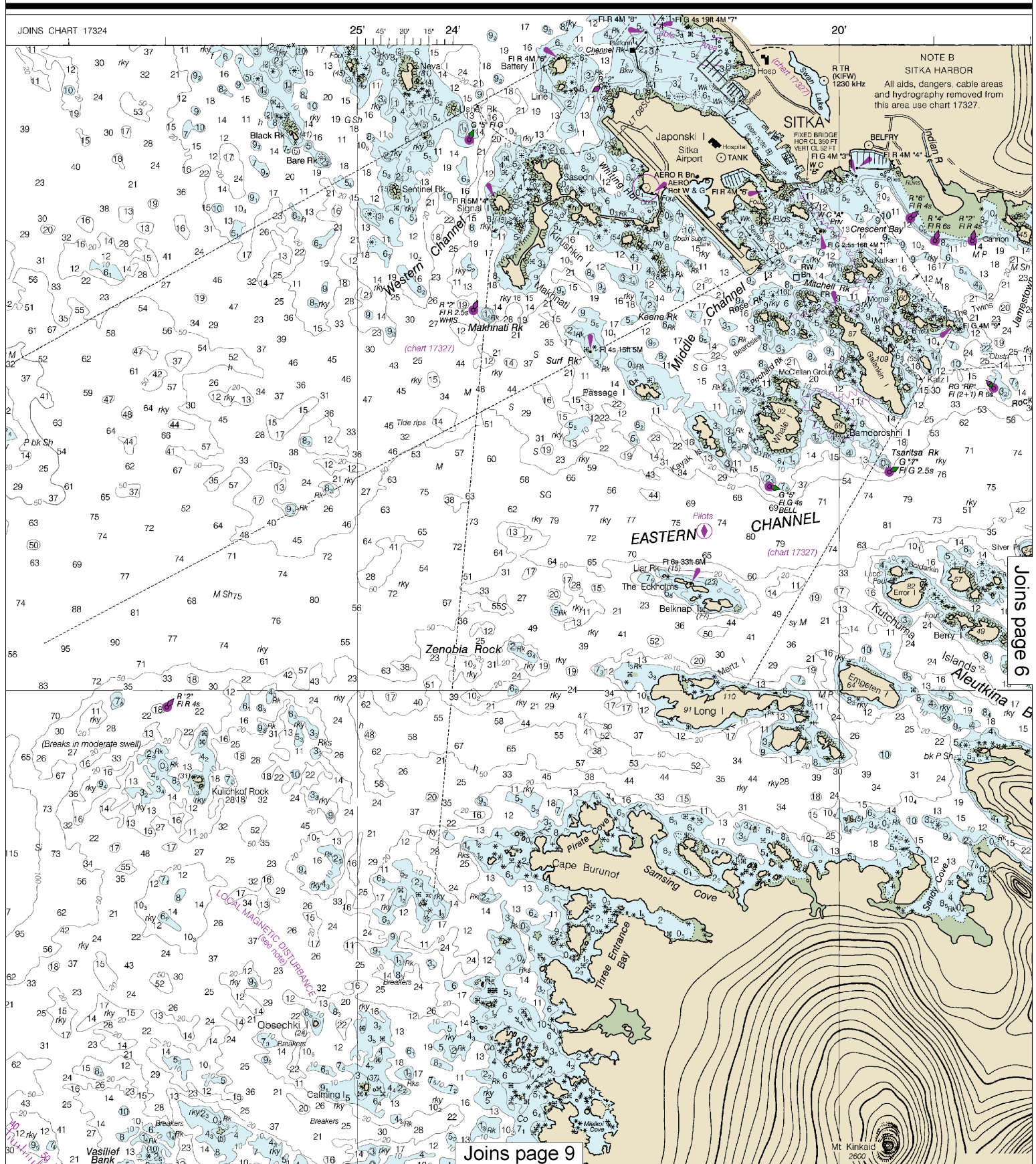


For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

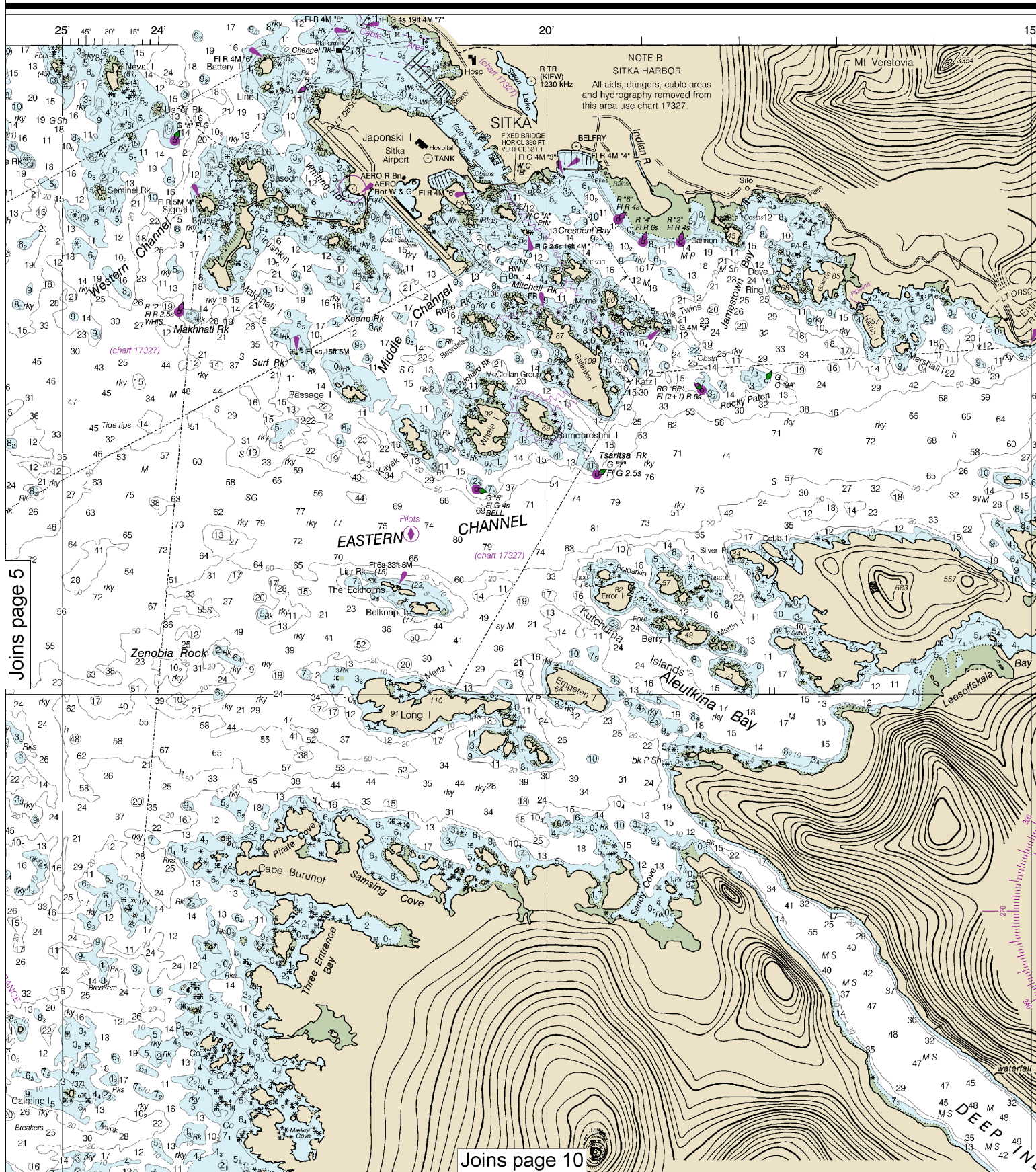
These volumes are available online at <http://www.navcen.uscg.gov>

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This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:53333. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.



Joins page 5

Joins page 10

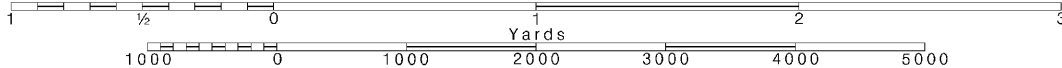
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Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

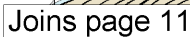
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Nautical Miles

See Note on page 5.

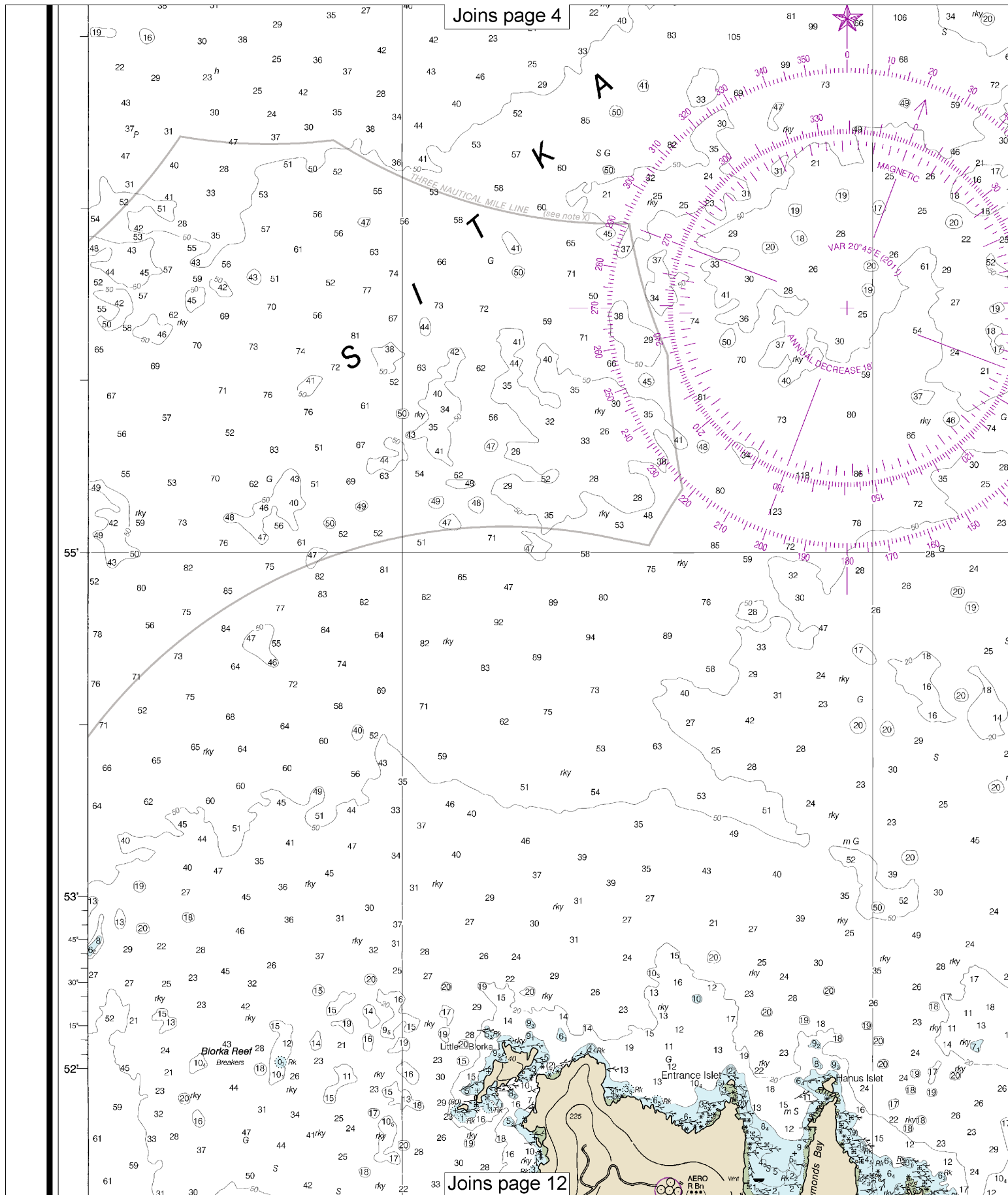


(FATHOMS AND FEET TO 11 FATHOMS)

7



17th Ed., Nov. 2011. Last Correction: 12/12/2016. Cleared through:
LNM: 4916 (12/6/2016), NM: 5116 (12/17/2016), CHS: 1116 (11/25/2016)

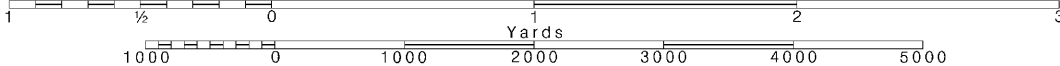


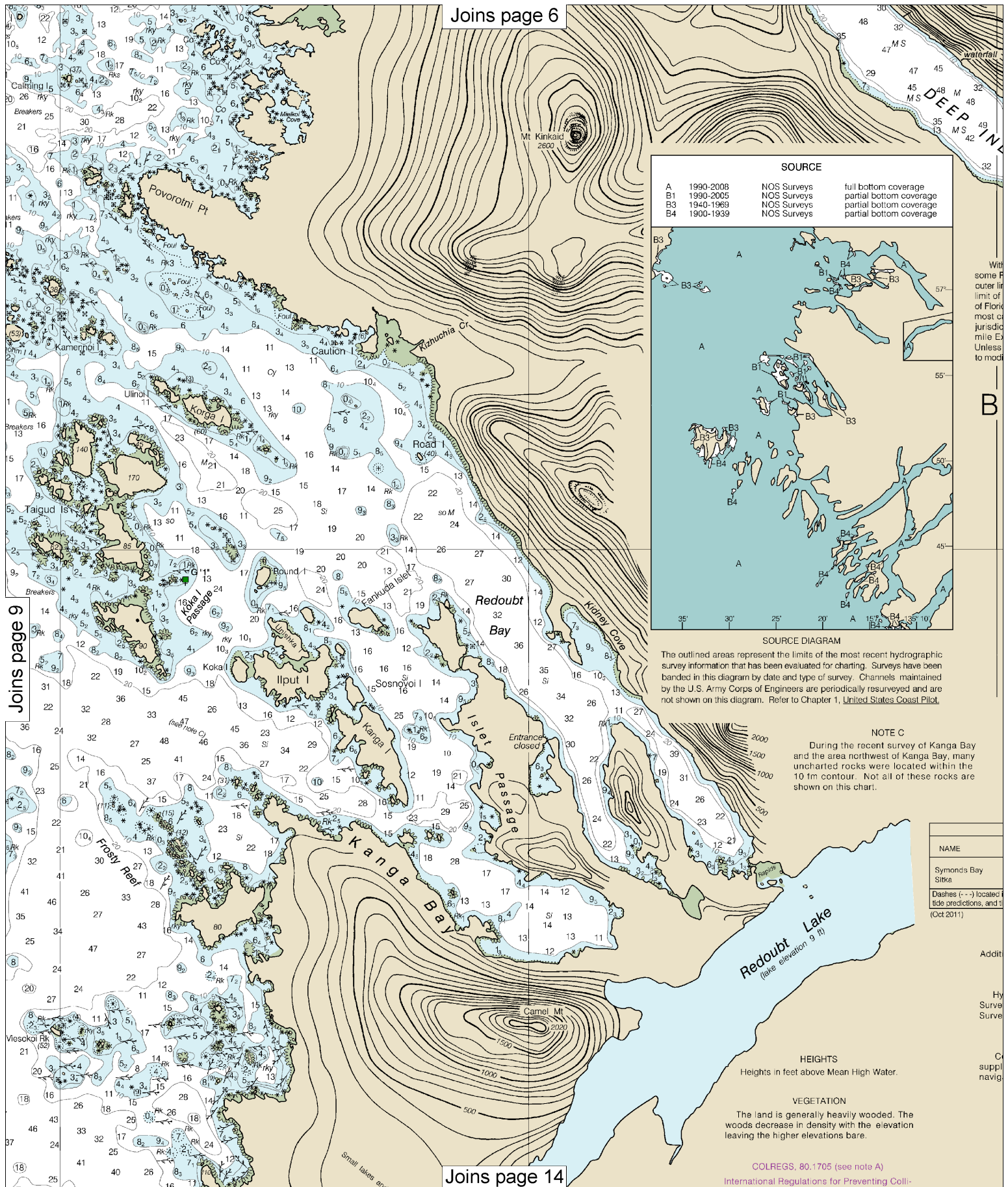
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





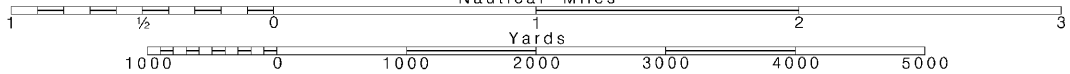
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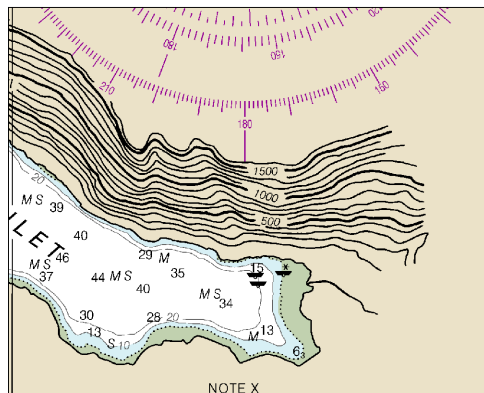
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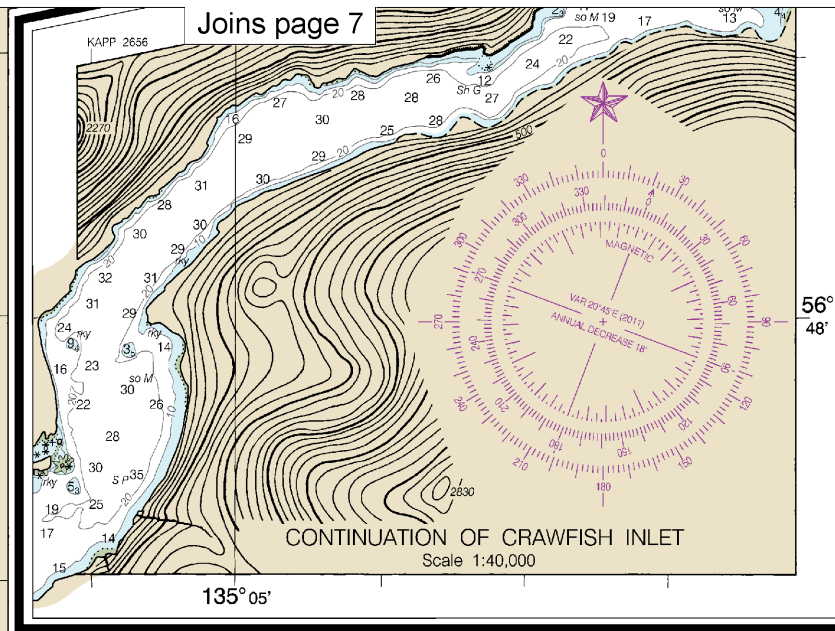
SCALE 1:40,000
Nautical Miles

See Note on page 5.





Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, Federal laws apply. The Three Nautical Mile Line, previously identified as the limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in effect. The inner limit of Federal fisheries jurisdiction and the outer limit of the Exclusive Economic Zone were established by Presidential Proclamation. As fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.



BARANOF ISLAND



UNITED STATES
ALASKA - SOUTHEAST COAST

BARANOF ISLAND

CRAWFISH INLET TO SITKA

Mercator Projection
Scale 1:40,000 at Lat 56° 52'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

For Symbols and Abbreviations see Chart No. 1

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.322" southward and 6.357" westward to agree with this chart.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 8 for important supplemental information.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution. Station positions are shown thus:
○ (Accurate location) ○ (Approximate location)

TIDAL INFORMATION

PLACE	Height referred to datum of soundings (MLLW)		
(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
(56°51'N/135°31'W)	9.8	9.0	1.4
(57°03'N/135°20'W)	9.9	9.2	1.5

Values in datum columns indicate unavailable datum values for a tide station. Real-time water levels and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>.

Additional information can be obtained at nauticalcharts.noaa.gov.

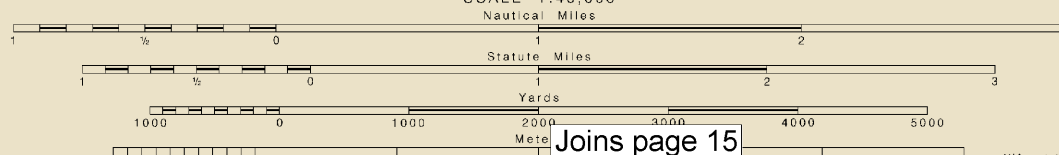
AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

AIDS TO NAVIGATION

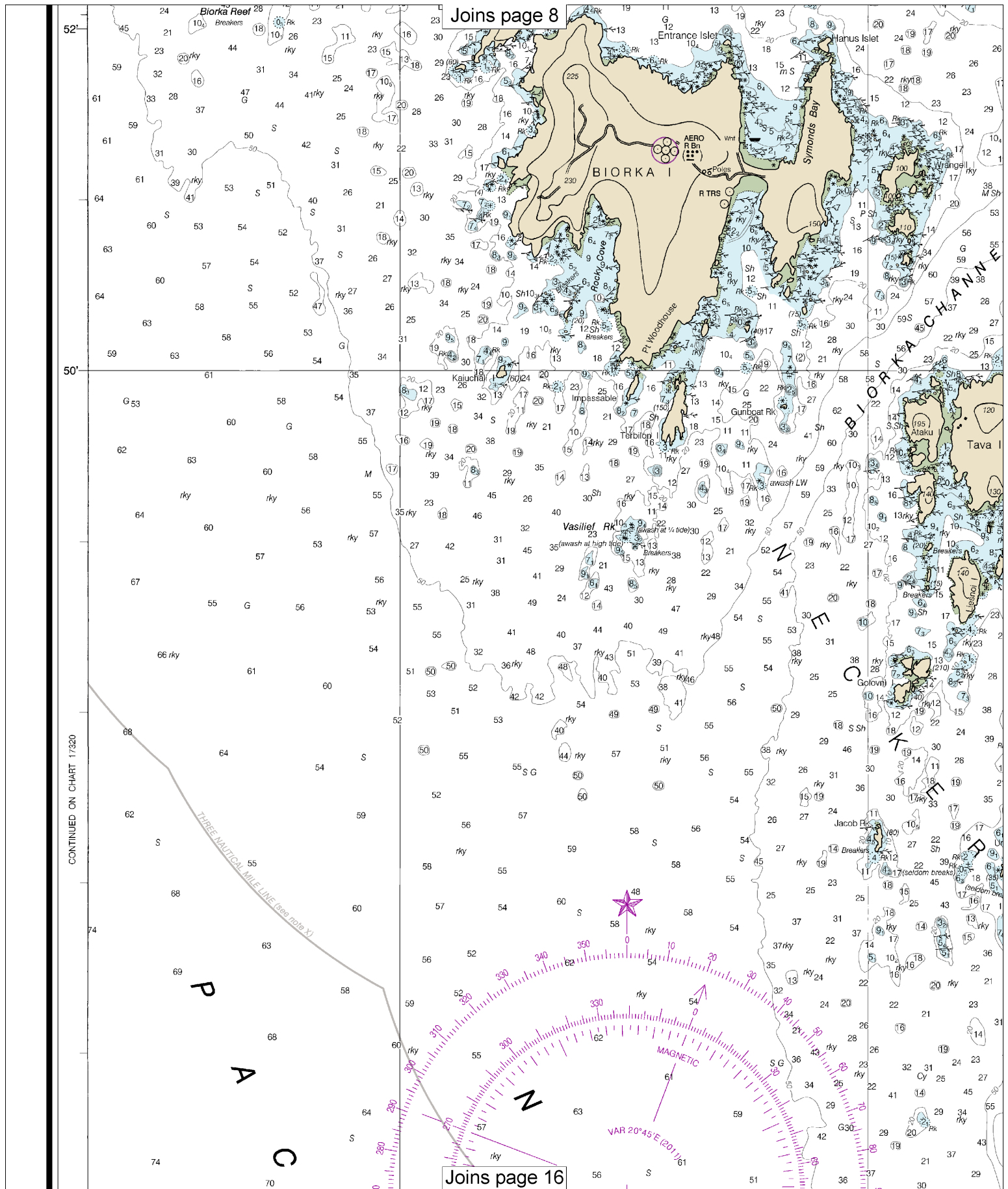
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

SCALE 1:40,000



Joins page 15

GRIPPER



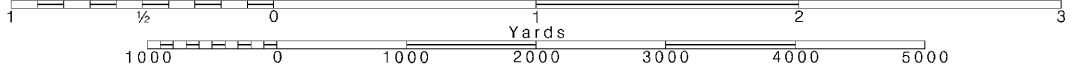
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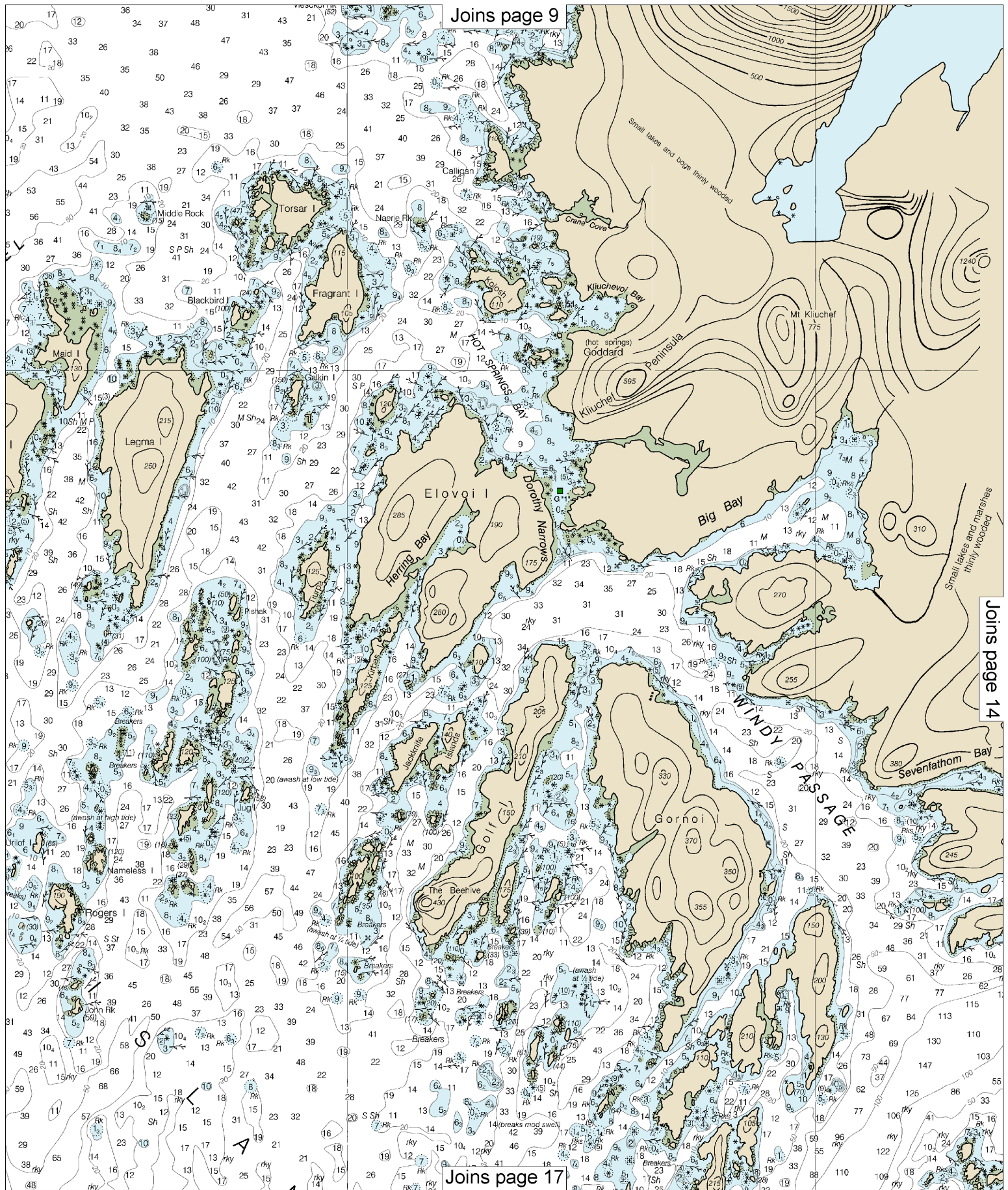
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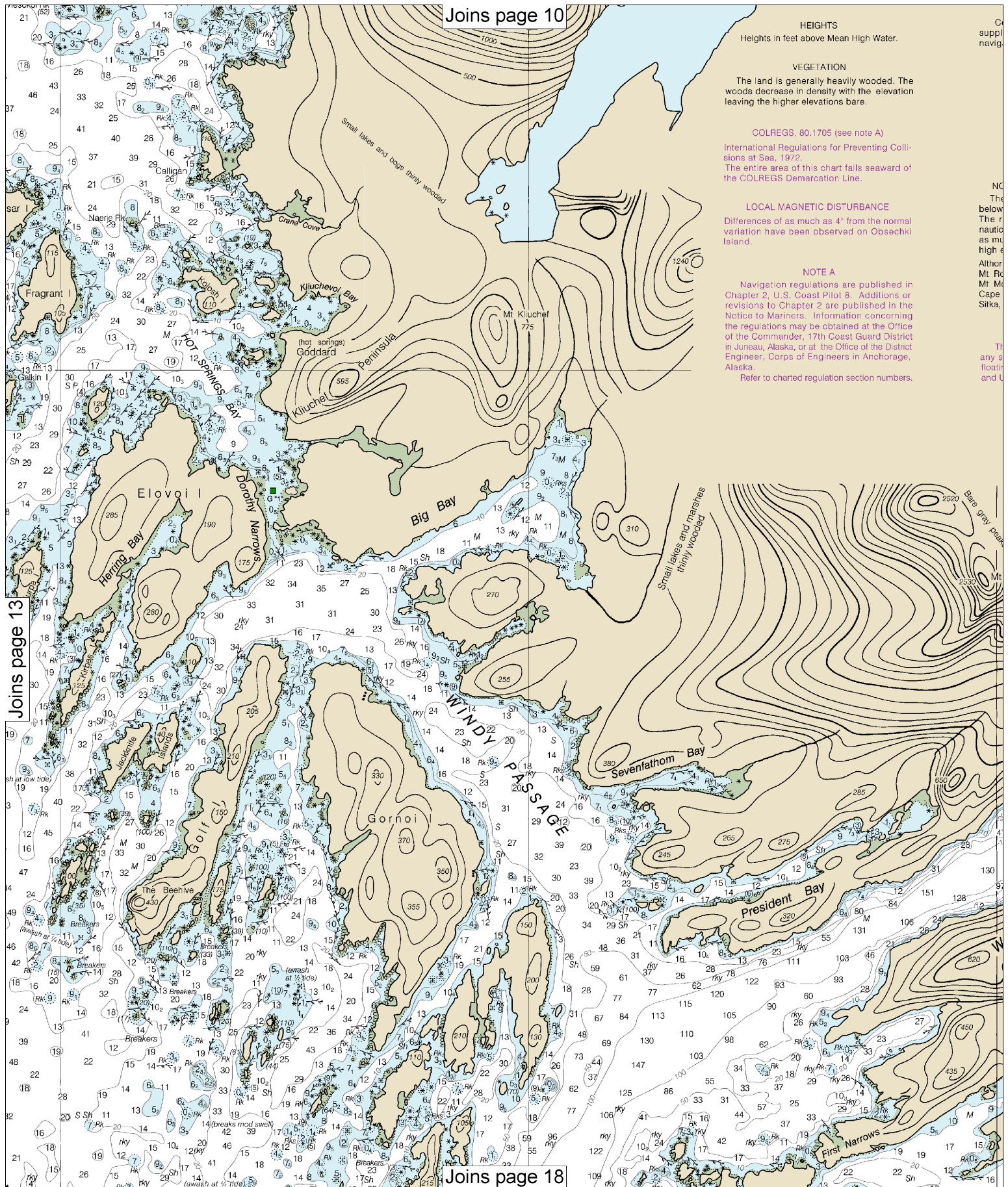
Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.







Joins page 10

HEIGHTS
Heights in feet above Mean High Water.

VEGETATION
The land is generally heavily wooded. The woods decrease in density with the elevation leaving the higher elevations bare.

COLREGS, 80.1705 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

LOCAL MAGNETIC DISTURBANCE

Differences of as much as 4° from the normal variation have been observed on Obsechki Island.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 8. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.
Refer to charted regulation section numbers.

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Joins page 13

Joins page 18

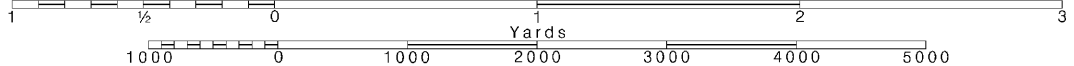
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Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

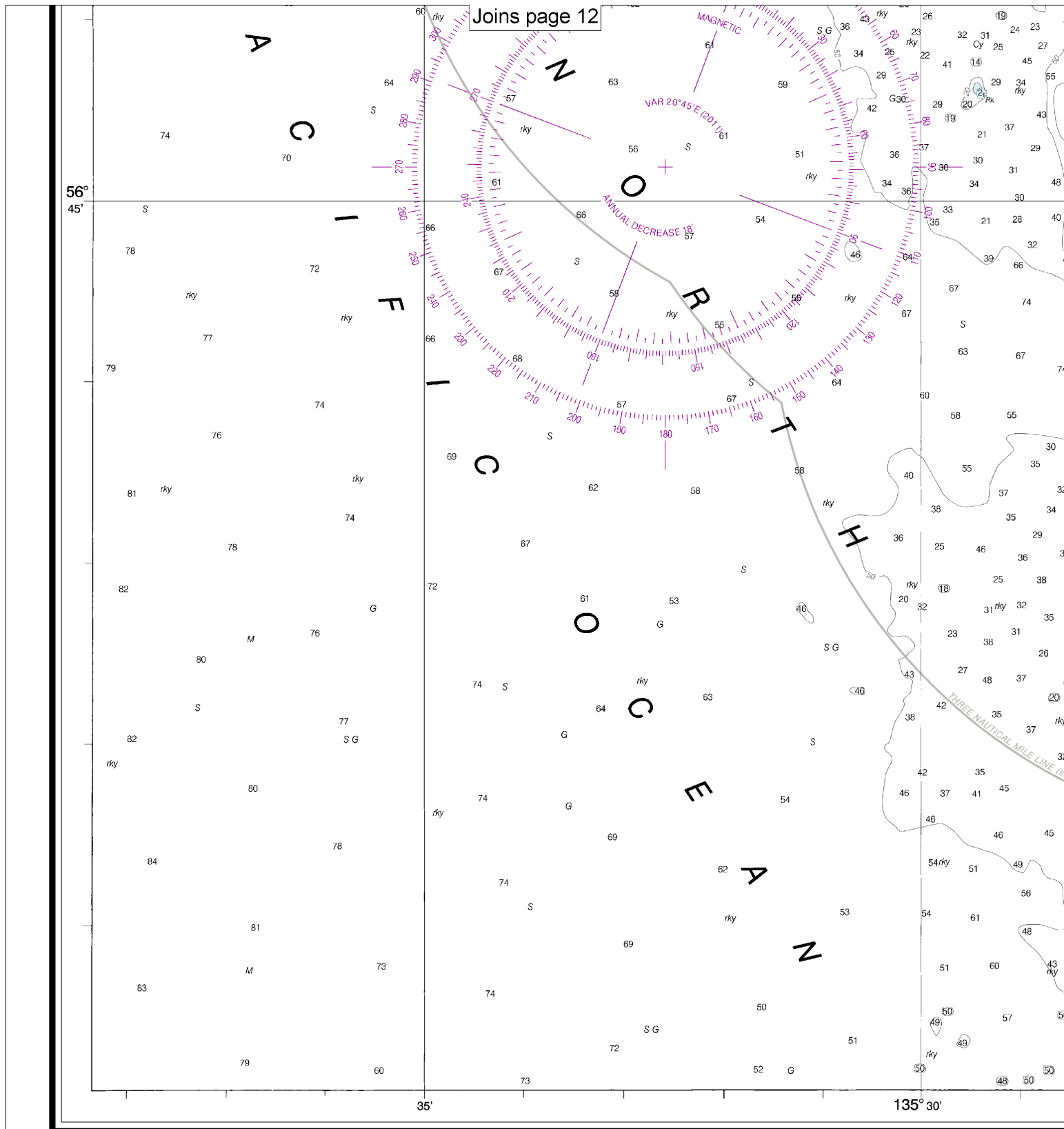
See Note on page 5.



GRIPPE

The prudent mariner will not rely solely on single aid to navigation, particularly on tinting aids. See U.S. Coast Guard Light List (U.S. Coast Pilot for details).





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CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

SOUND
(FATHOM)

17th Ed., Nov. 2011. Last Correction: 12/12/2016. Cleared through:
LNM: 4916 (12/6/2016), NM: 5116 (12/17/2016), CHS: 1116 (11/25/2016)

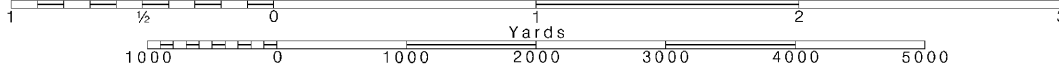
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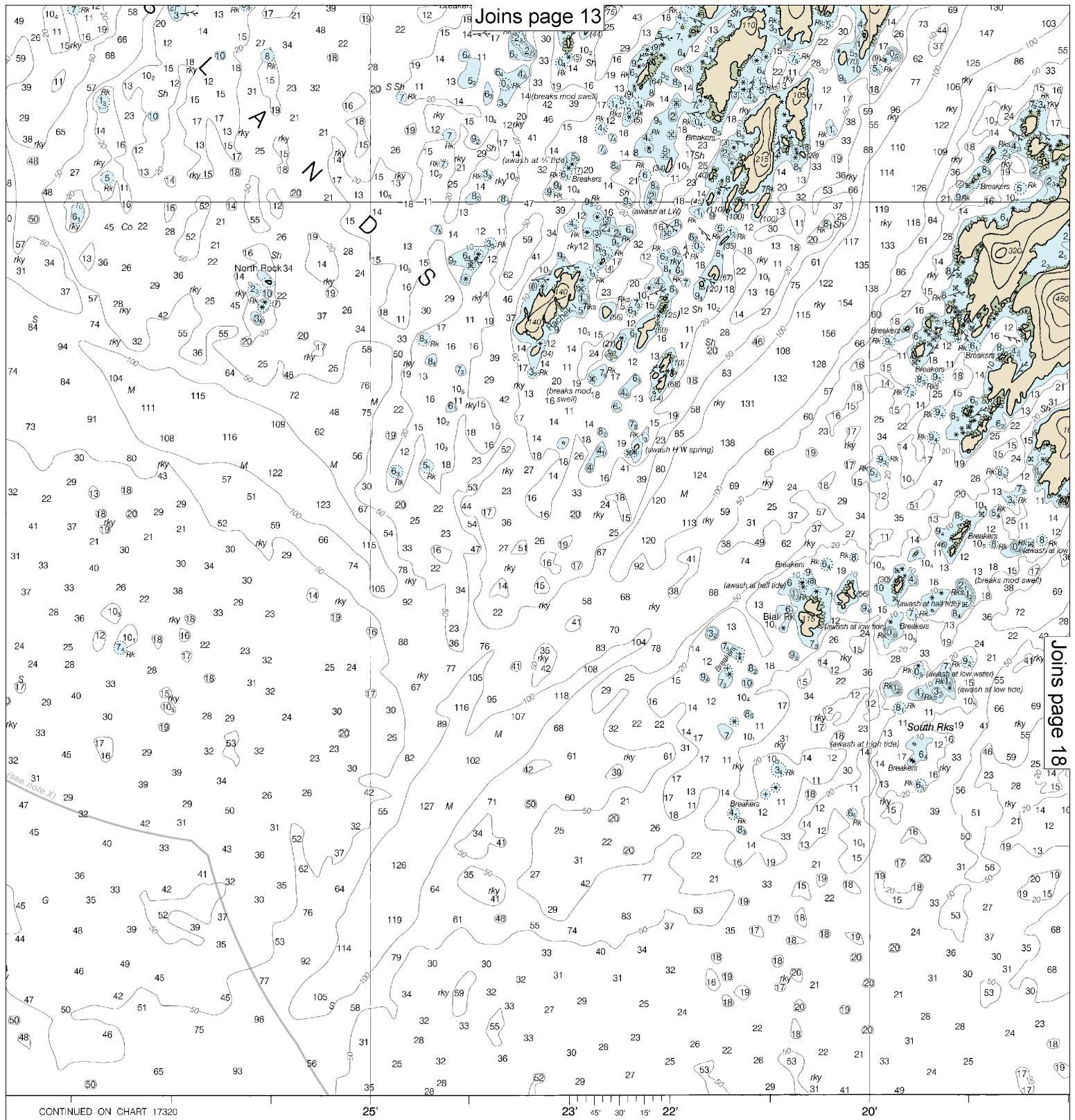
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Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

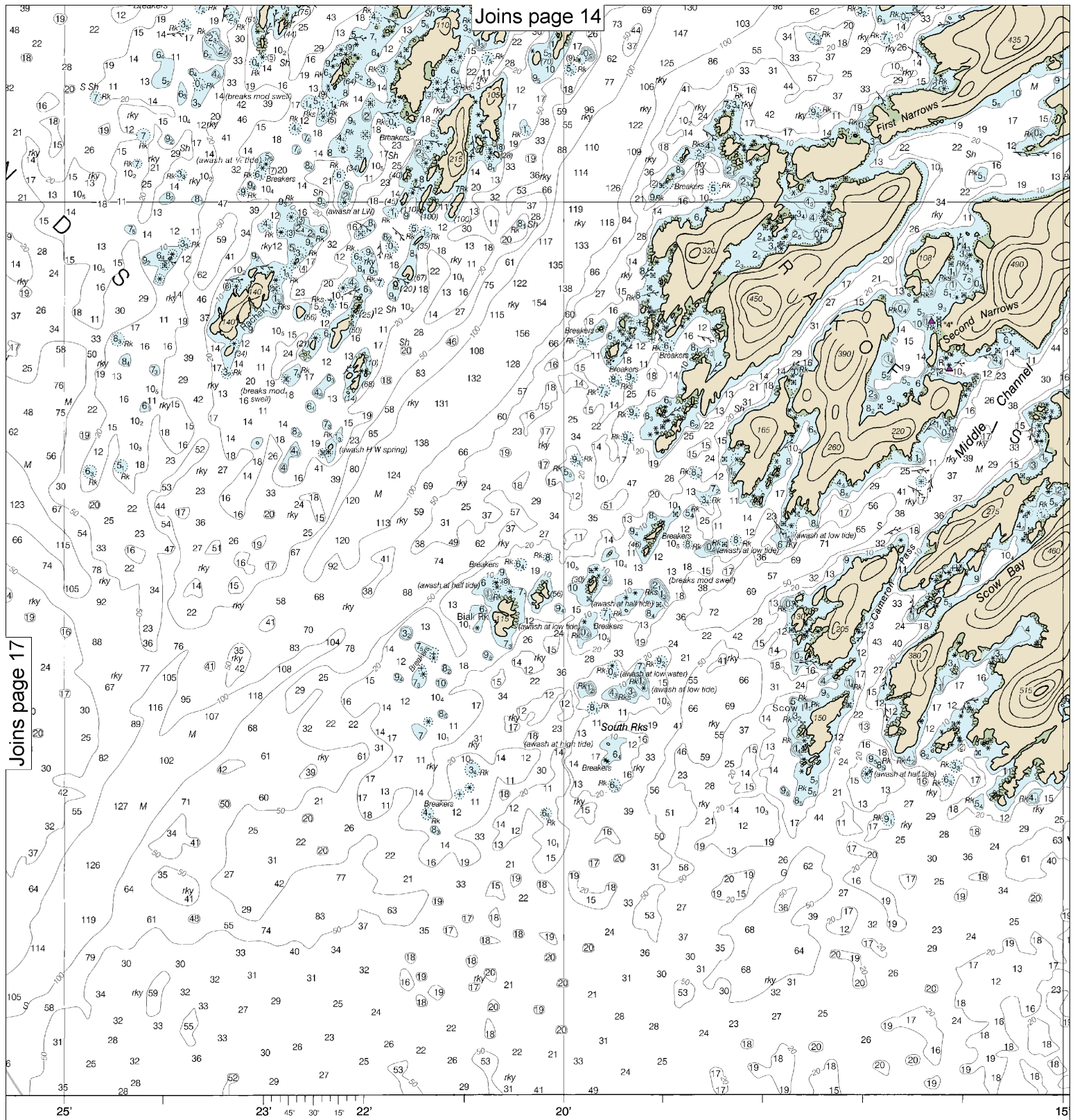
See Note on page 5.





INGS IN FATHOMS
MS AND FEET TO 11 FATHOMS)

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY



Joins page 14

Joins page 17

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NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS	1	2	3	4	5	6	7	8	9	10	11
FEET	6	12	18	24	30	36	42	48	54	60	66
METERS	1	2	3	4	5	6	7	8	9	10	11

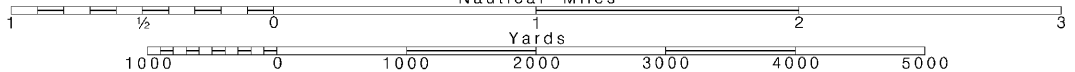
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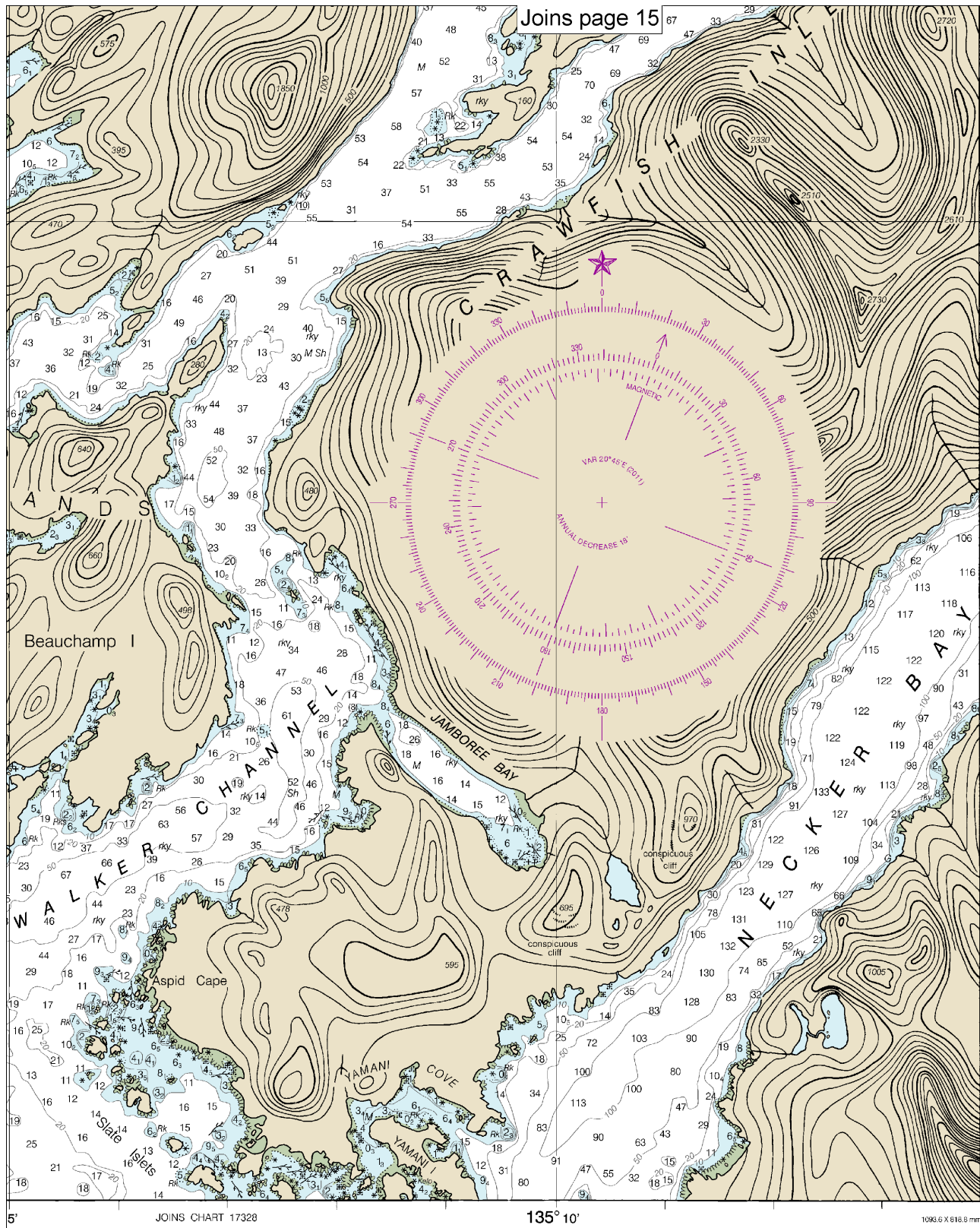
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Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





12	13	14	15	16	17
72	76	84	90	96	102
21	22	23	24	25	26
27	28	29	30	31	

Crawfish Inlet to Sitka
SOUNDINGS IN FATHOMS AND FEET - SCALE 1:40,000

17326



VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

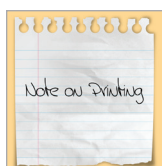
<http://www.nws.noaa.gov/nwr/>

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Interactive chart catalog	—	http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
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Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.